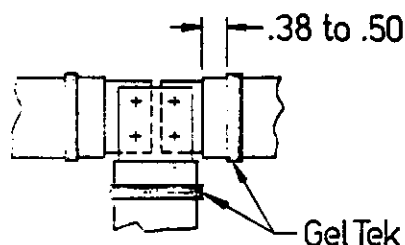


26KV INSTALLATION/MAINTENANCE INSTRUCTIONS
Addendum to BBC Bulletin - IB3.2.4.71A

Page 7: Covering Bus Joints

The first paragraph only is not to be followed. It is to be superceded by the information given below. All other statements are okay.

"Bus bars are coated with a flame retardant insulation having a sufficient thickness to stand full line voltage for the rating of the switchgear. Straight joints as well as connections to usual switchgear components are covered by a molded boot. After the bus has been re-assembled at the junction point of shipment groups and the bolts have been properly torqued, the bus bar is to be wrapped with one layer of Raychem "Geltek" .38 to .5 inches from the bus insulation cutback as illustrated below:



After the "Geltek" has been applied, the boot, which is flexible, should be spread apart, and carefully slipped over the joint, making sure the Geltek completely surrounds and fills the gap between the bus bar and boot. The flanges should then be fastened together in the same manner as those previously applied at the factory using the plastic hardware supplied. With the boot properly made up, no further wrapping or filling is required, since it fits tightly over the bus insulation.

Page 8: Section 4

The paragraph is to be followed except that 26 half-lapped layers are to be used instead of 13.

Page 9: Testing and Inspection

Add the following chart to the requirements of the published list:

60 Hertz, RMS, Withstand Voltages (1 Minute)

<u>Rated</u>	<u>Factory Test</u>	<u>Field Test</u>	<u>DC Field Test</u>
23,000 Volts	60,000 Volts	45,000 Volts	63,600 Volt *

* Consult with factory before applying DC withstand to switchgear.

Page 13: Add - Section

2.a. Check all boots and make sure they are properly made up and sealed.